



The Jeffersonian.

Thursday, June 23, 1853.

WHIG NOMINATIONS.

FOR CANAL COMMISSIONER,
TOMES POWNALL, Lancaster County.
FOR AUDITOR GENERAL,
ALEX. H. McCLEURE, Franklin Co.
SHERIFF GENERAL,
CHRISTIAN MYERS, Clarton Co.

—We learn that the citizens of Flat-brookville, Sussex county, N. J. will celebrate the coming 4th of July, and that Col. CHARLTON BURNETT, of this place, has consented to be present and deliver an Oration on the occasion.

JAMES H. WALTON, Esq. of this place, is to deliver an Oration at the celebration to be held at Lake Paupunonning, in Hamlet township, in this County, on the 4th of July.

The Crops.

—The *Pittsburg (Pa.) Gazette* of the 6th inst. ridicules the predictions of a failure of the wheat crop, on account of the ravages of the fly. The *Gazette* says:

"The prevalence of these croaking complaints about the 'fly' may lead some people to believe that scarcity and high prices are impending; but let them not be deceived.—The past spring has been the most favorable one for wheat that has been experienced for several years; and the newspapers of Illinois, Indiana, Missouri, Iowa, Wisconsin, Michigan and a part of Ohio say that the prospect for a great yield never was so flattering.—Even if the entire crop of one or two States could be obliterated by the fly, the abundance of last year's stock yet on hand, and the vastly increased production of the illimitable West, would more than suffice to make up the loss."

"We make these remarks to prevent any one of our farming readers from being misled. We have no interests but theirs to subserve; and as we are in receipt of papers from all points of the compass, we speak advisedly when we say that the great mass of our exchanges speak in the most favorable terms of the growing wheat crops; and that although injury may happen in particular locations, there is no reason for believing the injury to be general."

—It appears from the Pension Office report that Land Warrants have been issued to the amount of nine millions nine hundred and thirty-five thousand three hundred and twenty acres.

—Is the Whig party dead or not?—*Boston Post*.

Put your finger in its mouth and you will perhaps find out.—*Louisville Journal*.

WORTH TRYING.—A lump of salutar, applied to the sting of a wasp or bee, will stop the pain in one moment, and prevent it from swelling. Try it and see. It is a sure remedy for rattlesnake bites, if applied immediately. Be sure and remember it.

A Bible distributor is engaged in furnishing the boats on the Morris Canal with the Scriptures. The directors have appropriated \$50 to meet the expenses of this truly benevolent work. The balance of the expense is defrayed by the County Bible Societies on the line of the canal.

10,000 cattle are said to have died last winter in Oregon for want of food.

John J. Clyde has retired from the Editorial management of the Whig State Journal, at Harrisburg, and been succeeded by John J. Patterson, formerly of the Juniata Sentinel—a worthy and competent gentleman.

The first Annual Fair of the Northampton Agricultural Society, will be held at Easton, on the 5th, 6th and 7th of October.

The Easton Gas Company have declared a dividend of 5 per cent on the operations of the last six months.

Death by Lightning.

Mr. Alexander Nisbeth, of Cobleskill, Schoharie co., N. Y., was killed by lightning on the afternoon of Friday last week. He was at work with his father, coopers by trade, in their shop. The deceased stepped out to obtain some heading lying about twenty feet from the door, on a pile of boards, when he was struck, and instantly killed. At Columbia, South Carolina, a heavy charged cloud exploded over the town, striking several points.—At the Charleston depot, the pump minder, Mr. Daniel T. Ratcliffe, was instantly killed.

Lynch Law in Sevier County.

A desperate organization has existed in Sevier county, Arkansas, for several months past, and a gang of rascals have been assembled at two different distilleries, stealing poultry, killing and cropping horses, and otherwise destroying property and annoying the citizens, causing them to have to sit up and watch their houses and barns after night. One day last week the citizens found four of these miscreants concealed in the house of Col. Dugan, dragged them forth in the open day, took off their shirts, tied them, and cut the hides of three of them right and left. The outlaws are beginning to flee from the county.

The Groans of the Wounded.

We annex the following paragraphs taken from *Locofoco* journals in this State, as indicative of the feeling the publishers of them have towards the National Administration, and of the opinion they entertain of some of its acts.

(From the *Berks County Press*.)

CAN IT BE TRUE?—A gentleman just returned from Washington city, reports that Hon. James Campbell, has appointed an unnaturalized foreigner, an Irishman, as one of the Route Agents between Philadelphia and Pottsville, who will take possession of the appointment as soon as he arrives from Ireland, where he is now on a visit to his family.

A DEMOCRAT.

(From the *Lancasterian*.)

The President has removed B. Parke, Esq., recently commissioned as Postmaster at Harrisburg, and appointed John H. Brandt in his place. Judging from the puffs of Mr. Parke, we were led to believe that his appointment gave entire satisfaction. Why was he removed? Who can tell?

The *Pennsylvanian* of Monday, says, "It is now reported to be a common saying at Washington, in the Departments, as well as at the White House, that the old Keystone State is the most harmonious of the large States."

An examination of the head of Arthur Spring, by Professor McClinton, after his execution, showed his organs of destructiveness, combativeness and firmness to be unusually large, while he was almost destitute of benevolence. The whole phrenological conformation of the head would indicate a man of much brutishness, yet having the power of being wholly secretive. Who says phrenology is a humbug!

SHOCKING INDIFFERENCE.—As an evidence of the cool indifference of the wretched monster, Spring, upon the very verge of eternity, just before being led to execution, he deliberately pared two Havana oranges, and partook of the fruit with the greatest gusto!—*Philadelphia Gazette*.

"TAKE MY CAP."—A young gent recently regaled the ears of his bright particular with a somewhat protracted serenade, at the close of which the chamber window opened, and a small white package descended therefrom. The enamored youth instantly secured the precious missive, and retired to a place of safety, and with a trembling hand proceeded to unfold—A NIGHT-CAP!

AHEAD OF ERICSON.—Andrew Jackson Davis, the Poughkeepsie Seer, has discovered that all sorts of machinery; locomotives, engines, can be driven by the power of the human will. He prints his paper—the *Universal Hum*—by just looking into the office and nodding at the press. This is ahead of Hoe.

Attention Bachelors.

Dr. Casper of Berlin, Germany, has calculated that you do not live as long as married men! That the mortality among your unfortunate class, from the age of thirty to forty years, is 27 per cent., while among married men of the same age, it is only eighteen per cent.

"POOR UNFORTUNATES," according to Dr. Casper, you are in danger—then fly from the arms of death into the embraces of loving, gentle women! "Trust no future, however pleasant," that is, be up and looking about you—seeing if you cannot fix your eyes on some fair maid, and when you do, then

Act—act in the living Present!
Heart within and God o'er head!
And soon, if you have got anything like a "Burn's heart," you will be "sighing like a furnace."

"My heart is sair, I dare not tell,
My heart is sair, for somebody."

I wad do—what wad I not
For the sake o' somebody!"

Disgraceful Riot.—Father Gavazzi's lectures at Montreal were abruptly terminated by a disgraceful riot, resulting in the loss of several valuable lives. The *Montreal Herald* calls the action of the soldiery upon that occasion cowardly in the extreme—firing into the midst of the peaceable citizens who were hurrying to a place of safety. Seven were killed, and twenty mortally wounded, nearly all of whom were among the most respectable citizens. One little boy of five years, was shockingly mangled, and many more received injuries. The Mayor is severely censured for ordering the troops to fire without sufficient cause.

Skin Diseases.

For some eruptions on the face, borax is an excellent remedy. The way to use it is to dissolve an ounce of borax in a quart of water, and apply this with a fine sponge every evening before going to bed. This will smooth the skin when the eruptions do not proceed from an insect working under the cuticle. Many persons' faces are disfigured by red eruptions caused by a small creature working under the skin. A very excellent remedy is to take the flour of sulphur and rub it on the face dry, after washing it in the morning.—Rub it well with the fingers, and then wipe it off with a dry towel. There are many who are not a little ashamed of their face, who can be completely cured if they follow these directions.

The Epidemic in Williamsport.

WILLIAMSPORT, (Md.) June 10, 1853.

In compliance with your request that I should give you a truthful statement with regard to the prevalence of cholera in our town, I state that we have been visited by a disease similar, in many respects, to that which proved so fatal in '32.—That it is, really Asiatic cholera, no one, including the physicians who were familiar with its peculiarities then, for a moment suppose; yet there are symptoms strongly resembling those of the disease at that time. From my own experience, which has been the result of a severe attack, and frequent attendance upon persons in different stages of the disease, I have no hesitation in saying, that if it be cholera, it is a very modified type of it. Diarrhea, in every instance which has proved fatal, was suffered to continue for several days entirely neglected.—This was succeeded by vomiting, cramps, coldness of the extremities, and discharges usually attendant upon the last stages of cholera; but in no case has the disease been found to be unmanageable, when subjected to treatment in its early and proper stages. It originated, and has principally been confined to one locality, where filth of various kinds exists in unstinted quantities, and where the water used for cooking and drinking purposes, was offensive and impure. Besides, in the four or five cases which have proved fatal, with, probably, two exceptions, the habits were not of the most cleanly character—the first and most violent cases being those of colored persons. Not only was there an absence of cleanliness, but of ordinary prudence in diet, each one indulging in an over-gorge of crude vegetables or unripe fruit. In each case, too, diarrhea was allowed to continue unchecked for one or two days, until the system had become weakened, the discharge severe; and the services of the physician were only called into requisition when retchings and cramps succeeded, and when the most skillful treatment would have proved useless. Death resulted in a few hours from this period, from which time the attack was dated and the alarm, occasioned by its sudden fatality, spread with astonishing rapidity.

Speculations with regard to cholera are useless; yet I may venture a generally received opinion with regard to it, that it has, to a great extent, become acclimated, and that its features are marked by the local peculiarities of the section it visits.

P. S.—Since writing the above, several more cases have occurred, with three deaths—an aged lady, a colored woman, and a child from a family which had previously lost a mother and small boy. It begins to assume a more alarming phase.

The Art of Flying.

It is extensively known that Mr. Porter last year issued proposals to construct two aeroplanes—the first to be 150 feet, and the second 700 feet long—for 15,000, to be held in shares of \$5 each; estimating that the large aeroplane would make the trip to California and back once a week, carrying an average of 150 passengers, which at \$100 per passage, would pay \$30,000 per week, or ten dollars per week on each five dollar share. He readily sold about 600 shares, and commenced building, and nearly completed the first or pioneer aeroplane before the approach of winter compelled him to suspend operations. The float first constructed having been made of an unsuitable material, and become damaged during the winter, he now finds it necessary to construct a new float, and for this purpose is induced to offer 200 shares more, at the original price, although he expects they will be worth \$100 to \$300 each as soon as he puts his first aeroplane in operation, which he now expects to do within the month of July next.

Any person who may be disposed to take one or more shares may send five or more dollars in notes of any reputable bank, directed to Rufus Porter, or Selden, Withers & Co., bankers, Washington, D. C., and the name of the applicant will be entered on the books, and a neat vignette title-deed (one or more) will be promptly sent by mail to the address of the applicant.

The title-deeds embrace an obligation to keep the large aeroplane in repair for twenty years, and entitle the holders to draw all the profits. The shares are not liable to assessments, and the stockholders have no liabilities; moreover all the shareholders are furnished, gratis, with a neatly printed paper, the "Aerial Reporter," semi-monthly, till the first aeroplane is completed.

To counteract skepticism on the subject, the following certificate is presented:

WASHINGTON, May 28, 1853,

This may certify that we the undersigned, citizens of Washington, have severally and attentively examined Mr. Rufus Porter's plan of aerial navigation, and that we can find no reason to doubt its practicability and ultimate success. It does appear evident that an aeroplane properly constructed in the manner, and of the size, form and proportion proposed and described by Mr. Porter, would run with a velocity of nearly 100 miles per hour, and carry 150 passengers with more safety than that of any ordinary mode of conveyance; and that the general introduction of such aeroplanes would greatly conduce to the intelligence and advantage of mankind. We have full confidence in Mr. Porter's integrity and ability; and in view of the apparent probability that a single five dollar share in the stock of the Aerial Navigation Company will produce as much income to the holder thereof, as the income ordinarily derived from investments of \$1,000, we cannot hesitate to recommend to every person who can conveniently spare five dollars, to take one or more shares therein.

J. B. Woodruff, Thomas S. Donoho, Frederick Dawes, T. Barnard, George Hibbs, A. E. H. Johnson, W. Choate, Stephen Eddy, A. Noerr, Jr., G. F. Woolston, J. H. Bogan, Anthony Eberly.

It is said that Charles Levi Woodbury, Esq., declines the Chargeship to Bolivia. According to the *Boston Mail*, he says the place is not set down on Monk's Map—that "nobody knows where in thunder it is," and that he will see the "Government d—," before he will travel nine or ten thousand miles to hunt it up."

Delaware, Lackawanna & Western Railroad.

KITTATINNY HOUSE,
DELAWARE WATER GAP,
June 1, 1853.

The last link of this great thoroughfare, so long looked for, is to be completed, and the iron horse will pass over it within eighteen months; three millions having been obtained. This road is to connect with the Warren Road on the Delaware and the latter road with the Central Road of New Jersey near New Hampton; both of these roads are to be graded for a double track six feet gauge, and the Central R. R. is also to be laid with a double track of the same gauge, and the New Jersey R. R. Co. will lay a six feet track from Elizabethtown to Jersey City. Arrangements have been made with two roads, connecting Lake Ontario and the Canada roads, and the New York and Erie Road, with other roads leading in all directions to the North and West;—the Philadelphia, Trenton and Belvidere R. R., and the Philadelphia and Easton Road leading South, will also connect at or near Belvidere, on the Delaware.

This road is designed to be one of the grand trunks between the North and South, East and West, all to pass over the broad gauge without change, and in looking at its position it is easy to see that it has the advantage over all other roads. It passes through the very heart of the coal region in the Lackawanna Valley, at Scranton, where the coal underlays the rail road track for six miles, with veins of eighty feet in thickness, and the quality stands at the head of the list of anthracites; for steamers it has no superior in the known world, as a proof of which, it is said that all the California and Ocean Steam interests, have taken largely of the stock.

When it is known, that after leaving the Lackawanna Valley, in coming East, there is no grade over 21 feet to the mile to Jersey City or Elizabethtown, by the Central R. R., and by the Belvidere, Trenton and Philadelphia Road, down the Delaware, it descends about five feet to the mile, it will be easy to see, that such a road, with such easy grades, in connection with the Delaware, Raritan and Morris Canals, must be the channel through which New Jersey, and especially Newark and the sea board, will receive their supply of cheap fuel. Imagine, dear reader, that within about eighteen months you can stand at the foot of Market street and see the long trains of cars filled with the pure diamond coal arriving every hour in the day from the Lackawanna beds; observe the throng of passengers leaving by the same route for every part of the great West, for the valley of the Mississippi, and the region of the Rocky Mountains. On this route, at the Delaware they will join the traveller from the extreme South, on his visit to these Mountains, to the Lakes or to the Falls of Niagara. This, it is true, is a prospective view, but one that will certainly be realized in a very short time. The end of the road west of Scranton has been in operation 18 months and large trains of coal leave nearly every hour in the day, destined for all parts of the West, and this route must always attract the attention of travellers.

Let me here detain the reader, and give him a running description of the wonders to be seen along the line. In passing from East to West, the route passes through three of the most remarkable mountain gorges on the Western Continent, all lying in a direct line from East to West. The first is the Delaware Water Gap, where the Delaware river passes through the Great Blue Mountain, whose almost perpendicular sides ascend to an elevation of nearly two thousand feet, the water passing through "as easily as a summer's morning;" its sides are covered at all seasons with evergreens. At this place are large Hotels, where thousands from the cities come every season to enjoy the mountain scenery. After passing through the mountains a distance of 3 miles, you arrive at Broadhead's Creek and a ride of three miles further brings you to the beautiful town of Stroudsburg, the country seat of Monroe, situated in a country very productive, and highly cultivated.

From Stroudsburg the road passes up Broadhead's Creek, to the Pocono, a distance of eighteen miles, where commences one of the grandest forests anywhere to be found in Northern Pennsylvania, known as the Beach Woods. It abounds with spruce, pine, hemlock, beach, cherry, maple, ash, &c. Passing fourteen miles in a straight line through this dense forest, whose inhabitants are the bear, the deer, and the wolf; its streams abound with trout; wild pigeon's roosts, while rearing their young, are here counted by the acre. Here you strike the head waters of the Roaring Brook River, which passes through Cobb's Gap, in Cobb's Mountain, its sides rising nearly two thousand feet, covered with perpetual green. Passing through this wonderful gorge, a distance of five miles, you arrive at the town of Scranton, situated in the heart and centre of the Lackawanna Valley, and between Cobb's Gap and Legget's Gap. Here the traveler can stop at the Wyoming House, kept by Mr. Burgess, formerly of Hartford, one of the largest and best kept houses in Northern Pennsylvania. From this house is presented a view of the villages surrounding Scranton, viz: Hyde Park, Providence, Dunmore, Pittston, and the old town of Wilkesbarre, which appears to have seen its best and palmiest days; and that place which was the witness to one of the most bloody and savage conflicts in our revolutionary struggle; that scene, which has been made immortal by the song of the English poet, flashes across the mind, as "Wyoming Monument" is seen rearing its majestic form towards the clouds, its base covering the bones of those who were the victims of an inhuman treachery, who were stricken down by the tomahawk while bravely defending their homes and their families.

At Scranton and vicinity, there is much to be seen, and much to interest any one having, or feeling any interest in the welfare of his country. The wonderful coal beds, (and purer coal the world

does not produce than those which the Railroad Company owns, and is mining.) Their immense machineries, coal breakers, and everything is on the grandest scale, and appears to be well managed. I understand they have on their road sixteen of the largest class locomotives, with passenger cars, and eighteen hundred coal cars, carrying each five tons, and now employed in transporting coal to the West. The Superintendent informs me, that by the time the other end of the road is extended to the Delaware, they will have two thousand cars ready to move—capable of carrying six tons each, and all made at their own shop. Few persons have any idea of the cost to be encountered to stock a coal-carrying road.

It is wonderful to see what has been accomplished at this place in a few years. A town of four thousand inhabitants has grown up from the wilderness; one of the greatest iron works, and with facilities to make iron superior to any other establishment in this country; they have made the railroad iron that reaches from that place to Lake Ontario, and are now making a mile a day of iron for some of the Western roads.

I conversed with a geologist at this place, who has been examining the coal veins in the valley, who informs me that the coal lands owned and controlled by this Railroad Co., and their friends, comprise the cream of the valley. Their coal is visible to the eye, and generally above water level, not broken up, and is easy to mine; unlike, in these respects, much of the coal in other places, especially that about Wilkesbarre, where the veins are deep and expensive to mine, and the coal at Pittston pitlake, in a measure, of the character of Wilkesbarre region.—There is no end to the coal in the Lackawanna valley.

There has been considerable excitement about coal lands the past winter and spring, and every kind of speculation, with all kinds of Rail Road projects, got up for the purpose of enabling speculators to sell their coal lands, and they have their drummers in all the seaboard towns, crying—cheap fuel, grand routes, &c. &c. &c. &c.

Now reader, let us leave the mountains of the West, take places in the mountains of the East, and pass five miles down the west through that passage in Legget's Mountain, called Legget's Gap. The cuts, over one thousand feet high on either side, are covered with emerald shrubbery; from them passing a distance of twenty miles, through a highly cultivated section in Susquehanna Co.; here the road passes under the Tunkhannock Mountain, through a tunnel twenty two hundred feet long. This tunnel was made by the Company to avoid any grade exceeding 21 feet to the mile in going west, and the time has proved they were right. At this place you enter the valley of Martin's Creek, a small stream enclosed by a mountain on each side, in many places over one thousand feet high, and nearly perpendicular, passing up this narrow gorge, the remarkable distance of nineteen miles, with no grade over twenty one feet to the mile. Arriving at New Milford Valley, a lovely place, you pass down it nine miles to the Great Bend on the Susquehanna, to the New York and Erie Road, from which point you can go every where, if you have the money and the will.

I have endeavored to describe plainly these wonderful passes through these immense mountains and gaps, lying as they do in a direct line from East to West, and the most remarkable and beautiful pass up Martin's Creek; with the immense coal and iron formations in the Lackawanna Valley; these all look as if Providence designed it to be a great opening for the coal to pass to the East and to the West, to warm and comfort his people, chance, unbeliever, could not have made it.—*Newark Sentinel*.

the American People.

From the great decrease in the receipts of contributions to the National Monument during the last six months, the board of Managers of the Monument Association feel it to be their duty to make another appeal to the patriotism of the American People. They are unwilling to believe that the people of this country, under such deep and lasting obligations as they are to the founder of their liberties, and feeling, as they must, a profound sense of gratitude for the inestimable services which he rendered to them, will suffer a Monument commenced in his honor to aid in perpetuating his name to the latest ages of the world, to remain unfinished for the want of the means necessary to complete it. It need scarcely be suggested that a fact like this in the history of our republic would not fail to reflect lasting discredit on the gratitude and patriotism of its citizens, and prove to the world that it is due to themselves and to the memory of those who, under Providence, have made them great, prosperous and happy. It is often the fate of the most distinguished and illustrious to be nearly forgotten after they have mouldered in the tomb for half a century. In the busy and ever changing scenes of the world, the stage of life is continuously occupied by those whose acts excite the interest of the living and exclude the memory of such as have preceded them, though their reputation may have been more brilliant and their deeds more glorious. But it was believed that WASHINGTON was one to whom the American people owed the greatest and most lasting debt of gratitude, and to whose memory every honor should be paid by his countrymen; that to honor him was but to honor themselves, and that they were willing and desirous to pay a just tribute to pre-eminent patriotism and to unequalled public and private virtue. Under this impression, a society was established some seventeen years ago in the city of Washington, for the purpose of erecting a magnificent monument to the Father of his Country; and the Board of managers of that society have, during that long interval, made gratuitously every effort in their power, from a pure feeling

of patriotism and a desire to honor his memory, to obtain the means necessary to accomplish the object of its organization. By unceasing and untiring exertion they have succeeded in collecting a sum sufficient only to carry up the proposed structure to an elevation of one hundred and thirty feet above the surface, about one-fourth of its intended elevation; and they now regret to say that, unless the contributions are larger and more frequent than they have been for the past six months, it will be impossible to continue the work any further. The blocks of stone which have been sent from the different States associations, &c., to be placed in the monument, have done but little to add to its elevation, though they may contribute to its interest. That the public may understand how expensive such a structure must necessarily be, it may be proper to state that each course of two feet in height costs upwards of \$2,000, though executed with the strictest regard to economy.—The materials and labor, with a small annual compensation allowed to the superintendent, and a still smaller to the architect, amounts to the expenditure which has been mentioned; and the Board of Managers are well satisfied that, had the work been undertaken by the Government, it would have cost double the amount of the present cost of the obelisk so far.

From two to three courses can be completed in a month, which require from four to six thousand dollars, while the monthly contributions have not averaged for the past half year more than two thousand dollars. It will, therefore, be obvious that the work must be necessarily stopped if a more ardent and patriotic feeling does not prevail among the people of this country, and a more extended and liberal contribution be not made.—To show with what case this great object could be effected, it is only necessary to state that five cents a head from each white inhabitant of the United States would be sufficient to complete the monument in a year. It appears to be the appropriate and existing in relation to that even that for so pal

trials of the a monument was raising contributions in the Republic of the United States, energy and patriotism of Washington; in a nation which now contains a population of nearly twenty-five millions of souls, enjoying a freedom, independence and prosperity nowhere else to be found, one-fourth only of the amount required to complete a monument worthy of the man in whose honor it is now being erected has, after the most unceasing efforts for seventeen years, been contributed. To the people, the army, and navy, masonic, odd-fellows, and other associations, the colleges, academies and schools of the United States; banking institutions, city, town corporations, and from the polls at the different elections; applications, urgently requesting pecuniary aid have been made by circulars addressed to all, and still the contributions received have been insufficient to raise the monument beyond its present elevation. This is a painful and mortifying fact. It will now become the duty of the different States of the Union to show the interest they feel in this noble undertaking, and to evince the estimation and respect in which they hold the character and services of Washington by contributing to the completion of his monument, that the States as well as the people may have the honor of raising a structure to his memory which will be an imperishable memorial of their veneration and gratitude.

By order of the Board:
GEO. WATTERSTON.
Sec. Wash. Nat. Monument Association.

Papers throughout the country are respectfully requested to give this an insertion.

The New York Tribune charges that August Belmont, the late acting Consul General of Austria, contributed last fall over thirty thousand dollars to the Pierce and King fund for election purposes, and that in return for this appropriation of his money, and for this alone, he has been appointed by the President Charge d'Affaires to the Netherlands. In other words, the charge is distinctly made that Mr. Pierce and his Cabinet have sold one of the most important offices in their gift for a money consideration, the only difference between their traffic and ordinary commerce being that they took the money before the article they were to deliver had come into their possession.

This is a serious charge. But the Tribune evidently speaks by the card, and can, if need be, satisfactorily prove, without doubt, every part and parcel of this most disgraceful transaction. It is clear upon the face of this appointment, that considerations much stronger than any mere love of democratic principles, must have operated upon the minds of the President and his advisers, or they would not have given the Austrian satrap a place which ought to have been filled by some person of republican sentiments and feelings.—If any Whig President should have done such an act as this—should have passed by men of republican education and sympathies, to bestow one of the most important offices in his gift, upon a person fresh from the service of a despot, and with all his notions of Absolutism unrenounced and still uppermost in his mind—we would have never heard the last of it. It would have been denounced as treason to our government, and every *Locofoco* editor, stump orator and grog-shop slang-wagger would have "piled up the agony" in expatiating upon the event, until the very air would have become vocal with their execrations. But as it happens that this outrage upon American feelings has been perpetrated by a President who sails under the so called "democratic" flag, we hear nothing from *Locofoco* sources but lame apologies for the deed. Not one democratic paper has yet dared to speak of